

ATHOS ENDS EVENTFUL RUN.

OWNER'S SON SAFE HOME WITH SOME FINE YARNS.

Ship's Machinery Broke and She Had a Hard Time. There Was No Fatigue and No Mutiny—Feed Short and They Caught and Ate Fish for Variety.

Douglas Donald got home yesterday morning aboard his father's steamship the Athos, which had been drifting along our Southern coast for the last two weeks with machinery disabled, and her decaying cargo of bananas contributing by its odor to the discomfort of passengers and crew.

Douglas, his schoolmate, Fred and Keith Saunders, ten-year-old twins; Donald Saunders, aged 9, Mr. and Mrs. Donald Saunders, Mrs. James A. Douglas, a sister of Mrs. Donald, and James Henry Tamke, tutor of the boys, left Staten Island, where they lived for a brief vacation cruise. Douglas is about 12, and has sharp black eyes, black hair and a fine conception of his duty to the newspapers as a weaver of fiction. All the boys of Rosebank followed him around yesterday and hung on his yams, which reeked with the flavor of tumbling brine.

He got up to Staten Island on a tug early in the morning, the Athos having arrived off South Light at late on Monday night in tow of the Hamburg-American liner Albatros, and anchored. After he had read the afternoon papers and found a varied assortment of tales about the Athos and her vicissitudes, he let his imagination loose. He burst into his mother's parlor at 5 o'clock yesterday afternoon, his eyes flashing with the unwonted excitement of being interviewed, and cried:

"Say, ma, I just saw two newspaper men and had my picture taken. They wanted me to stand with my arms folded but I said I wouldn't do it; that the only way I'd have my picture taken was like this—"

and Douglas pulled out a long thread with an art of which only youngsters are capable and then gulped it back again, resuming:

"I bet you they won't print it. And I told them some awful whoppers. Ma, I said that I had caught a seventeen foot shark myself while I was out in the captain's boat all alone."

Mrs. Donald at this point called Douglas's attention to the existence of another reporter who wanted to have a yarn spun for him. Douglas faced the reporter, whom he had not at first observed, with a guileless smile, and asked, "Now what'll I tell you?" in a voice that indicated that he had very few new romances in his locker.

Douglas seemed astonished when the reporter declared that he wanted just the facts in the case and that the color might be put in a little color himself. Thereupon Douglas crossed his heart and said he hoped to die if what he was going to tell this time was not the real go.

First he asked his mother please to give him something to eat. As he had already eaten five or six sandwiches, his mother, who was sitting at the table, expressed a fear that something might happen to his engines, as something happened to those of the Athos. While she was talking, a boy appeared at the door, and back of him, stretching as far as the finest of Douglas yams, was a regular juvenile, who said to him:

"Dug, ain't you coming out soon?"

Douglas said he was, after he had eaten something.

"Who's that?" the reporter asked.

"That's one of my friends. There's a million of them out in the yard."

The reporter counted later and found that Douglas was exaggerating.

After removing a pile of the food impediments Douglas declared that he had had the time of his life, but that it was not as good as some of the afternoon papers, and he had been enough to eat, but he got enough to live on.

"Was it as good stuff as that?" his mother asked, and Douglas, with an expression of reliable scorn, said that it was.

Then the inquiring boy popped in again and suggested that Dug should hurry, as the villagers were murmuring.

"I'm giving you some stories, too," Douglas remarked, as he waved his hand toward the yard.

All the fishing that Douglas did was over the ship's rail, and he had only bites. When the machine busted the ship just drifted and the captain came around every now and then and said that the engine would be fixed after a while. But the engine was fixed good enough to last more than a few hours. When the ship got into the trough of the sea all the women got sick.

"Douglas, having been brought up on a stone's throw of the very back yard of liners, was as well as if he were in swimming off Rosebank. At Hatteras it was rough and windy and the ship almost rolled her rails. Then Douglas did feel a bit seasick, but he was not really sick, although all the other boys were and the women—well it was terrible the way it effected them."

Douglas's story lacked a bit in details. Mr. Lund, who kept a diary of the voyage, supplied them. While the ship was drifting her bananas were gradually rotting themselves into a mush-like substance that gave out an all-pervading odor. An extra crew was kept on duty to remove the rotting banana skins. The Chinese crew, who were supposed to be the best of the ship, were not really sick, although all the other boys were and the women—well it was terrible the way it effected them."

Some of the crew went out in a boat when it became apparent that the Athos could not make port under her own steam. Mr. Lund said that the Chinese crew, who were supposed to be the best of the ship, were not really sick, although all the other boys were and the women—well it was terrible the way it effected them."

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MR. FORNES TALKS TO BAKERS.

Convention of Bread Makers Gave Down to Business—Labor Delegate Calls.

By invitation of the New York State Association of Master Bakers, Acting Mayor Fornes opened the first business session of its convention yesterday afternoon in the Grand Central Palace with an address of welcome. Mr. Fornes received a round of applause when he was introduced to the delegates by President Charles E. Abbott of the association. He complimented the master bakers on the progress made in their trade as shown by the exhibition in connection with the convention.

"Though I know little of the practical end of your craft," he said, "I realize that it is one which necessarily interests the entire community. There is no limit to the extent to which you can apply your energies and ambitions. During the last twenty-five years you have made rapid strides in the employment of union men and you seem likely to continue to do so."

Henry Weissmann, counsel, responded. Weissmann, who was a journeyman baker and labor leader before he became a lawyer, made an address on "Industrial Organization." He said that while he did not object to unions as a whole he did object to the enforcement of union rules at the behest of the unions. The convention adjourned until to-day after the appointment of committees.

The exhibition was kept open during the afternoon and evening and attracted many visitors. Among the latter was J. A. Heintz, general organizer of the Bakers and Confectioners International Union, who took charge of the recent strike of Hebrew bakers after it had been running several days. John C. Schinkel, chairman of the convention, also took part in the exhibition. Heintz was particularly fascinated by the automatic kneading machine. He was introduced to the officers of the association, and when he took his leave there were mutual expressions of good will.

PUSHCART STRIKE DELAYED.

Pedlars Urged to Wait Until the Mayor Gets Back From His Vacation.

The pushcart pedlars, who intended to order a general strike on Sunday if in the meantime all of them cannot obtain licenses, will be advised to postpone action until Mayor McCallan and Police Commissioner McAdoo return from their vacations, it was announced yesterday. Sigmund Schwartz, president of the United Citizens Pedlars' Association, said yesterday that he had been in communication with Leader Charles F. Murphy of Tammany Hall regarding the grievance of the pedlars. Mr. Murphy, he said, told him that he had no power to advise the pedlars to wait until Mayor McCallan returns on Saturday from his vacation before doing anything. He promised Schwartz said, to use his influence on behalf of the pedlars.

"I saw Police Inspector Schmittberger," continued Schwartz, "and he earnestly advised the pedlars not to order a strike until they saw Commissioner McAdoo, who is expected back from his vacation in two weeks. Meetings of the pedlars are called for Sunday to order the strike, but I shall advise them all and recommend that no strike be taken yet. A committee of twenty-five will call on the Mayor on Monday."

In the meantime, he said, the pedlars were suffering. Eleven of them could not get licenses were fined \$5 each in Essex Market court in the morning for peddling without a license. He said that no redress could be obtained from the Mayor. Police Commissioner a mass meeting of pedlars will be surely held in Cooper Union to vote on a general strike of three days to force redress of their grievance.

PERTH AMBOYS' FRANCHISES.

She Exacts Compensation on Receipts and Service From Two Companies.

New Brunswick, Aug. 22.—The Perth Amboy City Council last night granted franchises to two public service corporations. Each is for twenty-one years. For two years the Hudson and Middlesex Telephone Company will pay the city of Perth Amboy 2 per cent. of its gross receipts. The Citizens' Electric Light, Heat and Power Company will pay the same percentage after eight years.

One of the provisions of the franchises is that telephone service must be furnished free of charge to the city for all city buildings. The city is to pay seven and a half cents a kilowatt for its electric lights.

NEW YORK WOMAN DIES IN HER SARATOGA Cottage.

SARATOGA, Aug. 22.—Mrs. Helen Amelia Field Moser of 10 East Fifty-seventh street, New York, a widow, 60 years old, one of the oldest members of the Saratoga summer colony, died suddenly of paralysis in Park place, died suddenly of paralysis to-day. The body will be taken to New York to-morrow morning.

Obituary Notes.

Samuel B. Sears, formerly City Engineer of Kingston, N. Y., and in 1890 engineering inspector of pavement in New York city, died at his home in Yonkers, on Sunday in his seventy-sixth year. Mr. Sears was born in the town of Saratoga, N. Y., and was engaged in the construction of railroads in Vermont, and later was appointed resident engineer of the Great Western Railroad, with headquarters in Canada. He was employed in the construction of the Erie Railroad, and superintended the construction of the West Point tunnel of the West Shore Railroad. His wife and two daughters survive him.

Lemuel B. Pike, for many years known as one of the leading contractors of the city, died at his home in Saratoga, N. Y., on Sunday in his seventy-fourth year. Mr. Pike was born in the town of Saratoga, N. Y., and was engaged in the construction of railroads in Vermont, and later was appointed resident engineer of the Great Western Railroad, with headquarters in Canada. He was employed in the construction of the Erie Railroad, and superintended the construction of the West Point tunnel of the West Shore Railroad. His wife and two daughters survive him.

Quincy C. De Grove, a member of the Stock Exchange and a member of the New York City Bar, died at his home in Saratoga, N. Y., on Sunday in his seventy-fourth year. Mr. De Grove was born in the town of Saratoga, N. Y., and was engaged in the construction of railroads in Vermont, and later was appointed resident engineer of the Great Western Railroad, with headquarters in Canada. He was employed in the construction of the Erie Railroad, and superintended the construction of the West Point tunnel of the West Shore Railroad. His wife and two daughters survive him.

Miss Edith May Smith, a teacher in Public School 40, Fifth street and Fourth avenue, Brooklyn, died at her home, 21 Lafayette avenue, in her thirty-third year. She had been a teacher in the school since her graduation from the Girls' High School, fourteen years ago.

Generally fair weather prevailed over the entire country yesterday, except in the upper Mississippi Valley and Lake regions, where thunderstorms occurred and at some points the rainfall was heavy. The area of low pressure which was over the upper Lake region on Monday was moving out to the St. Lawrence Valley yesterday, causing a continuation of higher temperatures in most of the Atlantic States, Ohio and Tennessee valleys and Lake regions. It also became warmer in the Missouri Valley; elsewhere the changes were not marked.

In this city the day was fair and warmer; wind, from southwest; average humidity, 71 per cent; barometer, corrected to read sea level, at 8 A. M., 30.06; 3 P. M., 29.98.

The temperature yesterday, as recorded by the official thermometer, is shown in the annexed table.

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